

THE LONG ISLAND U.F.O. REPORTER

VOLUME II

ISSUE II

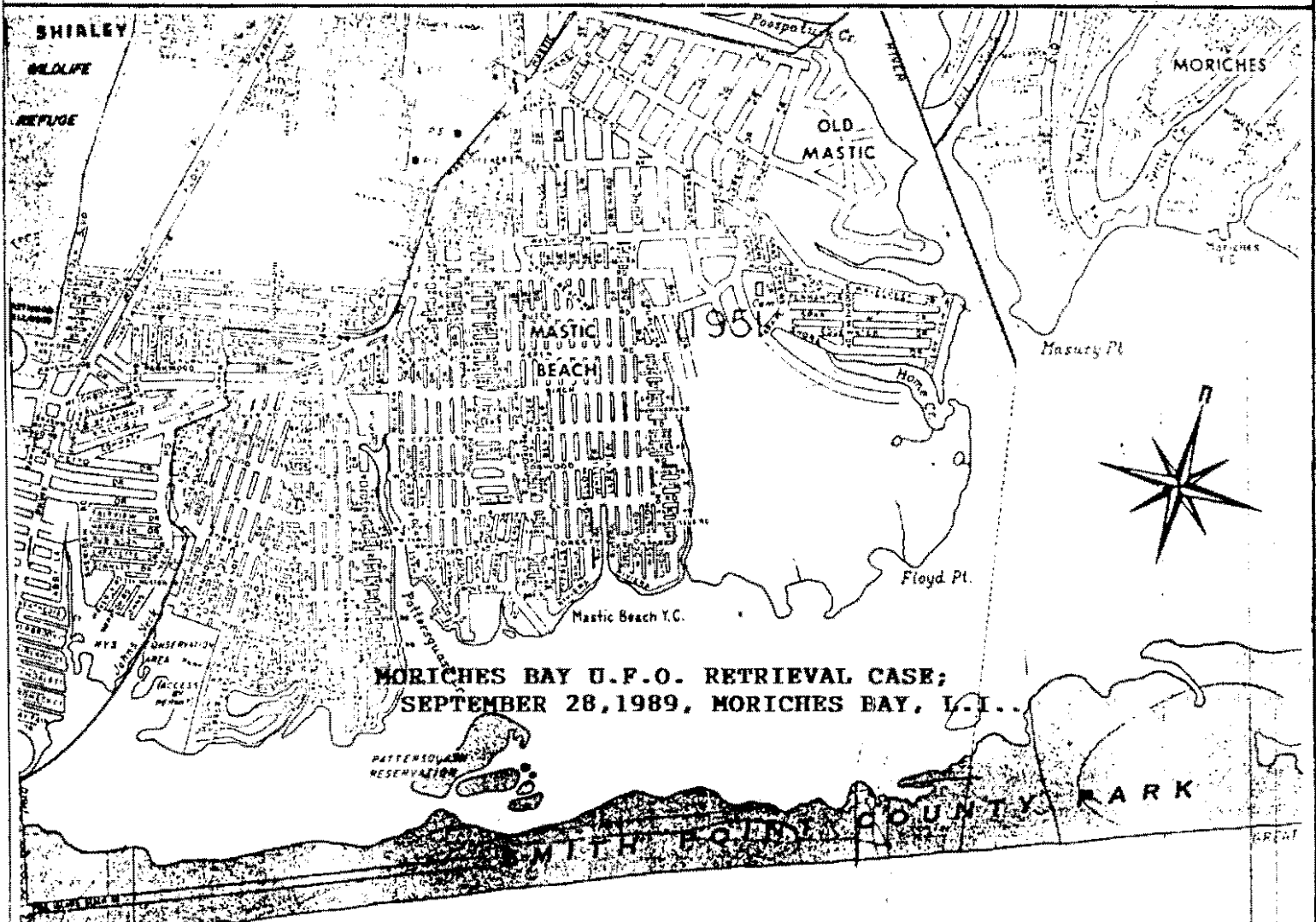
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THIS ISSUE CONTAINS:

SPECIAL REPORT II

PREAMBLE:

This investigative report is dedicated to the efforts of the investigative staff of The Long Island U.F.O. Network Inc. namely;

John Ford, Kay Ford, Richard Stout, Ali-Hassidi, Louis Mattera, Kelly Freeman, Sylvia Maier, Jack Maier, Bruce Richardson, Martha Richardson, Ron Sierra, Rick Seidita, Frank Columbo, Chris Zamboni, Ken Sele, Tony West and Dick Ruhl.

It is due to their unselfish devotion to the study of this phenomenon that has resulted in the effort that has culminated in this report. Without their time and hard work it would not have been possible.

" THE MORICHES BAY U.F.O. CRASH RETRIEVAL CASE. "
SPECIAL REPORT: NUMBER 2

THE LONG ISLAND U.F.O. REPORTER
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TO PAUL, CHRISTINE, AND ROBERT PETERSON;

THANK YOU, ONCE AGAIN,

L.I.U.F.O.N. !

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INTRODUCTION

The Long Island U.F.O. Network has publicly stated since October 1989 that a U.F.O. incident occurred over Moriches Bay in the North West quadrant of this shallow body of water on the South Shore of Long Island. Located adjacent to this Bay are the areas of Shirley, Mastic, Mastic Beach, Center Moriches, Moriches, East Moriches, South Hampton, Quogue and Smith's Point Beach. This body of water and its adjoining communities are also the highest areas of U.F.O. activity in Suffolk County.

The Long Island U.F.O. Network Inc. and its staff have investigated this case for some 12 months. The investigative division of the Network has interviewed to date some 16 witnesses who have had either eyewitness knowledge of the actual sighting or related contributing information to this continuing investigation. These witnesses have either been personally interviewed at either their homes or by phone. Some have only briefly related their information to us and then declined further co-operation out of fear of government reprisals.

It is the purpose of this paper to bring a concise report of The Long Island U.F.O. Network's Investigation to date so as to better inform the membership and public as to the investigative findings surrounding this event. Based on the accumulated circumstantial evidence, The Long Island U.F.O. Network Inc. maintains that the United States Government through the actions of the Armed Forces and the Intelligence Services of the nation intercepted and retrieved an alien spacecraft from the waters of Moriches Bay on September 28, 1989. This action was a carefully planned and executed operation that was meticulously formulated some six months in advance.

The purpose of the operation was to bring down an alien spacecraft, described as a triangular wedged shaped craft some 574 feet across at its widest point, so as to enable U.S. Forces to retrieve its technology and propulsion drive. This action is part of a ongoing adversary condition that has existed between us and an extra-terrestrial civilization for the past five years.

Reading somewhat like a science fiction novel, this report will amaze and stun its readers. Yet it did happen. From the growing evidence both on this case and from some forty years investigation into the U.F.O. phenomenon, it appears that our world is being visited on a regularly recurring basis by a interstellar space-faring civilization or civilizations who appear to be studying and interacting with our Earth planetary society. This purpose appears to be from all indications centered on the human species and its reproductive ability and genetic structure. The ultimate goal of their study is still open to speculation, but appears to involve an attempt in certain abductee's stories to involve possible cross breedings with humans.

This case is only one of many reported to Ufologists over the years. The phenomena is real. U.F.O.'s are real. The main question now should be; Who are they; What do they want and Why are they here ?

It is obvious to the American people that their government knows more about U.F.O.'s than they are willing to admit. The same situation exists concerning this case. The government knows more about it than they have publicly stated.

This is our report to you. Judge for yourself if the story is true.



THE PRELUDE TO THE INCIDENT.

The Hudson Valley region in New York State is one of the most Historic and picturesque areas of the Empire State. It has also been the sight of one of the most intense U.F.O. flaps (period of intense U.F.O. sightings) in the nation during the 1980's.

Beginning in 1982 and continuing up until today, some 5000 estimated reports of large boomerang objects have been seen in this upstate region. The Counties of Orange, Putnam, Rockland, Dutchess, and Westchester have been inundated over the intervening years with observations of these strange objects. Although centered in this region, these objects have also been reported in other adjoining areas in Western Connecticut, as far South as the Jersey shoreline and as far North as the metropolitan Albany area.

The initial reports in 1983 involved low altitude sightings both at night and during the day of this object. Witnesses reported the object buzzing some of the major Parkways and Highways of Westchester County where it was observed by hundreds of witnesses. Nighttime sightings involved treetop observations by witnesses of a large boomerang object brightly illuminated by intense lights. Some of these reports involved a large object whose underside was illuminated by a circular pattern of lights followed by a singular light on its outermost extension.

On June 14th, 1986, a cross shaped U.F.O. was videotaped by a Joe Bova in Montrose, New York which was later examined to be genuine. On July 24th 1984, Bob Pozzuoli and his wife videotaped the large object from their Brewster, New York home which showed the circular light formation of a unknown object. The subsequent scientific analysis of the taped indicated a dark mass behind the center of the light formation.

The average description of this object usually involved the estimated size to be larger than a football field. Reports over the years usually dealt with the size of the object or objects as being in this dimension.

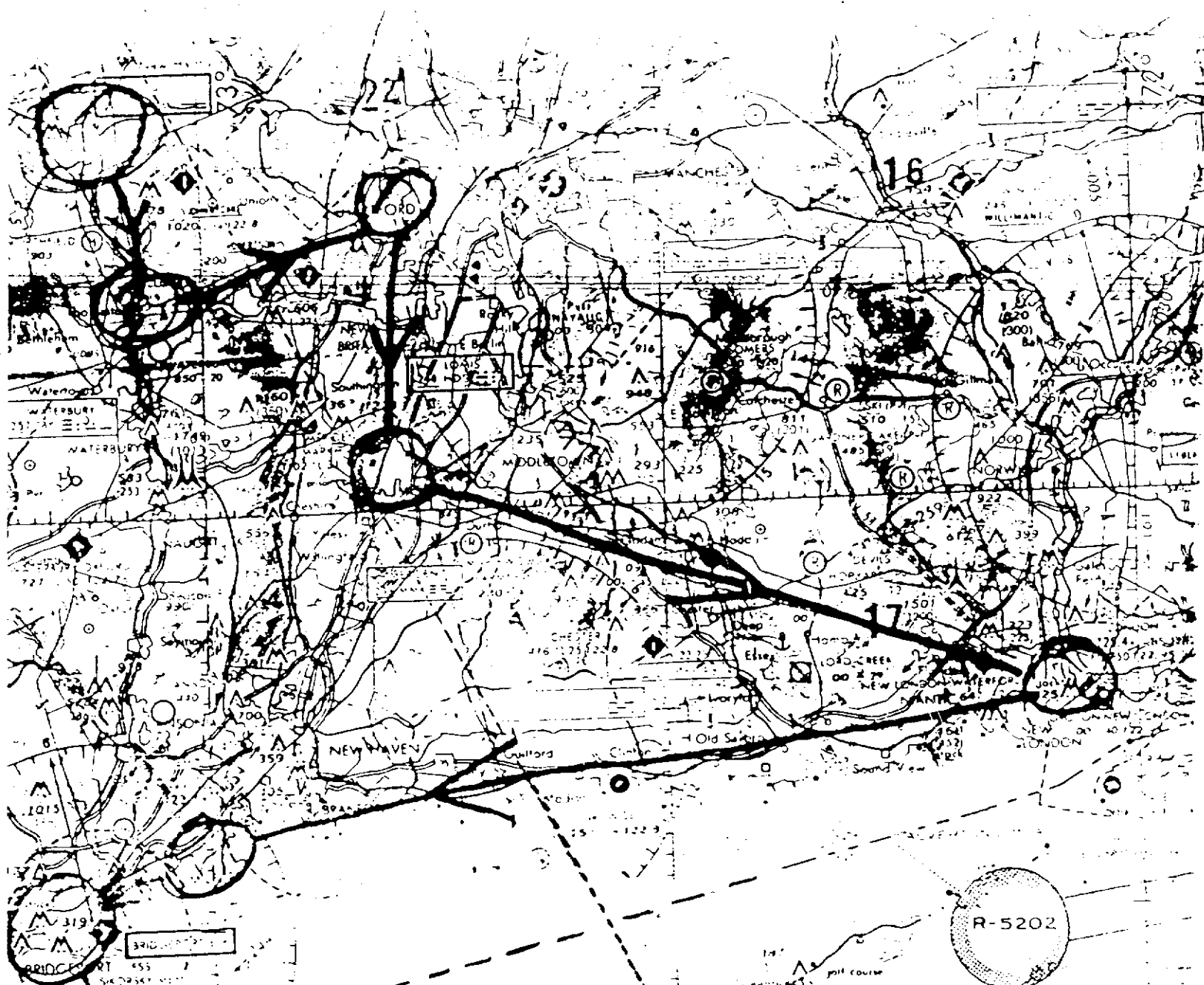
The hundreds upon hundreds of reports of sightings are too numerous to be dealt with here in this Prelude to this report, but the investigation into this wave of sighting was thoroughly documented in the Book, "Night Seige", by Philip Imbrogno and the late Dr. Allen Hynek. The thoroughness of the work is a testimony to the professional research efforts of these two great figures in U.F.O. research. The result of their research was to unearth a U.F.O. flap of immense proportions which was largely ignored by the news media in the Metropolitan and National circles.

The general impression was that the activity was limited to the upstate region. The truth of the matter was it was also occurring in the Long Island region at the same time.

The impetus for the formation in April 1988 of the Long Island U.F.O. Network by co-founders John Ford and Richard Stout was the increasing rumors and reports of U.F.O. activity in the Suffolk County region of Long Island. For a year before the founding, Mr. Ford and Mr Stout had researched reports of strange light flashes and sky quakes off the South Shore to no avail. Both gentlemen, who together were long devotees of the subject, were suspicious that the activity was more intense than they were able to substantiate.

This changed in late 1987. In October, Mr Stout, in his capacity as a Road Site inspector for the town of Brookhaven, discovered the mutilated remains of a young heffer on Woodland Ave in Manorville, Long Island. The wounds on

THE FLIGHT PATH OF THE OBJECT THROUGH CONNECTICUT
ON THE NIGHT OF SEPTEMBER 28th, 1989.



LOCATIONS AND TIME OF SIGHTINGS:

- 1) 7:10 P.M., TORRINGTON
- 2) 7:30 P.M., THOMASTON
- 3) 7:50-8:00 P.M. HARTFORD AND WEST HARTFORD
- 4) 8:05 P.M. MERIDEN
- 5) 8:15 P.M. TRUMBULL, MILFORD, AND EASTON
- 6) BRIDGEPORT AT 8:25 P.M. HEADING SOUTH OVER THE LONG ISLAND SOUND IN THE GENERAL DIRECTION OF LONG ISLAND.

the young heifer matched the description of wounds reported on some 15,000 cattle in the American South West which had been horribly mutilated in bizarre precise surgical cuts. The cattle mutilations often involved the surgical removal of the eyes, tongue, lower jaw tissue, sex organs, coring out the anal area and draining the carcasses of all blood.

This was the case in this instance, which was confirmed by a Detective Investigator for the Suffolk County District Attorney's Office who stopped to question Mr. Stout as to his activities at the mutilation site. It seems the District Attorney's Office had looked into the mutilation.

On April 16th, 1988, Mr. Stout and Mr. Ford witnessed a large oval object emit a light flash over Moriches Bay which turned the night sky into daylight. A video tape of the occurrence mysteriously erased itself after the event with no scientific explanation as to the cause.

In late January and into early February 1988, the South Shore of Suffolk County was rocked by strange animal mutilations of dogs, cats, lambs, deer, goats and cows in the areas of West Islip, Bohemia, Brookhaven Hamlet, Bellport, East Patchogue and South Hampton, the reports poured in of numerous animals being discovered surgically mutilated and drained of their blood. Through confidential sources L.I.U.F.O.N. learned that the Federal Government had been involved along with the presence of Government Scientists, the F.B.I., the local Police and District Attorney's Office. Immediately after the unexplained wave of mutilations, the 42nd Aviation Battalion of the New York State National Guard began night training exercises along Suffolk's South Shore over areas of high U.F.O. activity and animal mutilation sites. These events paralleled the events in the American South West in the Seventies' animal mutilations. Many U.F.O. researchers maintain that the Western reports were U.F.O. related.

On April 22nd, 1988, The Long Island U.F.O. Network was formed by Mr. Ford and Mr. Stout. In the two and a half year history of the Network, it has received some four hundred reports of U.F.O. activity both current and past. What emerged was the fact that since 1982 Long Island had been in a U.F.O. Flap just as heavy as the Hudson Valley.

On December 26th, 1982 in Huntington Station a woman reported that she observed a large object over her house which was so huge she could see no end to it. She reported that she could only see the underside with metal plates with rivets. In 1982, Mr Stout and a family member observed a large oval object over Moriches Bay with three large amber light which was chased into a cloud by a Air Force C-130

In the summer of 1982, a well known psychiatrist and his wife were chased near Montauk by a luminous oval object. During 1983 and 1984 reports of objects seen in Queens and near the Shoreham Nuclear Power Station eventually came to light. In Farmingdale, a woman reported seeing a large circular object while she and her husband came out of a restaurant in the summer of 1986.

On November 21st, 1985, a large circular object buzzed Port Washington while displaying multifaceted light patterns. The object, a domed saucer, was estimated to be some 2000 feet in diameter, caused a minor panic on Main Street while it sailed out to Sands Point. In September 1986, a gentleman had his new Ford pickup immobilized by a dark object which hovered above him while it knocked out the electric power to the homes on River Avenue in Center Moriches. On August 13, 1986, at Phyllis Avenue and Sunrise Highway in Patchogue, traffic was stopped by a huge cigar shaped object which hovered over the intersection for ten minutes. On December 27th, 1987, a large oval object with six large amber lights zig-zagged down Sunrise Highway in Lindenhurst to Bay Shore's South Shore Mall. Witnesses were able to pace by car the low altitude, slow moving object.

On September 13th, 1987 a 36 foot in diameter oval object lands adjacent to a farm house in Speonk. The object is observed by the 13 year old son of the family living there. On January 24th, 1989, L.I.U.F.O.N. receives the report from the family. A landing site investigation is launched. The family is suspected of being Abductees after two other suspected landing circles are discovered on the property. The main circle has had the grass'chlorophyll destroyed. Soil tests indicate no presence of chemical, fungus or insect activity that would explain the cause of this phenomenon. The tests reveal a very low nutrient level in the soil. Other strange phenomenon is discovered which indicates the family are abductees. On February 11th, 1989 after surrounding the family's living quarters with photo-electric alarms, an attempt is made to land by a 32 foot in diameter oval object on the property. The light from the object sets off the alarms which awakens the family. This event is observed by an independent witness living across the road from the property. L.I.U.F.O.N. defeats what appears to have been an attempted landing or abduction by an unknown object piloted by unknown entities.

During the year of 1988 reports of strange balls of light appearing in people's homes are reported to L.I.U.F.O.N.. Such reports indicate that they are three dimensional and act as if under intelligent control. The areas of Bellport, Mastic, Shirley, Ridge, Bayshore, Rocky Point, Floral Park, Huntington, Babylon and Manhattan are centers of this activity. This activity is also reported in Connecticut, Ohio, New Jersey, The Hudson Valley area of Upstate New York and in California during 1988-1989. These lights are usually associated with persons who either are abductees or suspected of being abductees.

During 1988 reports from parents of young children are received which involve monsters at night in the bedrooms of their children. Tests have revealed unusual levels of low intensity radiation and magnetic anomalies present in the residences of these children. Under questioning some of the children draw pictures of grey skinned beings with big black eyes as their nightly visitors.

On June 3rd, 1989 a large metallic cigar shaped object is reported over Port Jefferson Station by a retired Suffolk County Police Sergeant. On June 4th, 1989 a large fluorescent orange cigar shaped object is reported over North Bellport by a 18 year veteran of New York State Law Enforcement. Motorists in Montauk and Sag Harbor report encountering strange lighted objects either in a boomerang or ball shape on late night roads. This is followed by missing periods of time. During 1989, reports are filed of persistent military helicopter activity over Long Island. In May, a passing motorist reports three boomerang shaped objects in formation over Sheepshead Bay in Brooklyn. Reports of renewed activity in the Hudson Valley emerges through Phil Imbrogno's research and that of Ellen Crystal. There are reports of more abductions throughout 1989.

Little did the people of Long Island realize that there was so much U.F.O. activity in their midst. Most of the major newspapers ignored the activity along with the electronic news media. Little did people realize what was to occur. If the information is correct that was given to L.I.U.F.O.N. Chairman John Ford by a Brookhaven Laboratory Scientist, then during this period some one was watching us. In return the government was watching them. The scientist told L.I.U.F.O.N. that the government has the ability from satellites in orbit to read the propulsion signature of these craft and track them. Indeed they were for a plan was being developed that would culminate in the incident over Moriches Bay on September 28th, 1989. They were planning to intercept this particular object for they wanted the technology from it. They were going to bring it down.

THE CONNECTICUT SIGHTINGS

At 7:10 p.m. on the night of September 28th, 1989, a young Aero-Space engineer in Torrington reported to noted U.F.O. Investigator Philip Imbrogno that he had observed a half circle of very bright amber lights in the distance. Observing them from his home, he studied them through binoculars and determined that there was a very dark structure connecting the lights. He also estimated that the object and its light were at an altitude of at least fifteen hundred feet at a distance of at least a mile and a half away. He stated that the object was hovering and that he observed it for at least several minutes. He saw the object eventually to move heading towards the North.

Some thirty miles to the North in and around Torrington motorists on Interstate 91 reported seeing a dark mass at low altitude composed of six to eight very bright amber lights slowly moving above them. These witnesses reported to Philip Imbrogno that the object was silent and blended into the night sky. They also stated that it was huge and larger than a football field in size. This is based on the testimony of witnesses who stated that the object was able to blot out the night sky as it passed over the highway. It so startled them that they had to pull their cars over to watch it pass.

Later there were reports that the object was seen in and around Hartford and West Hartford between 7:50 p.m. and 8:00 p.m.. Again witnesses described an object composed of six to eight very large, bright amber lights.

Later at Hartford's International Airport around 8:10 p.m., airport workers observed a large boomerang object hovering above an unused tarmac at the airport that night. They watched as it lowered five alien creatures in a blue beam of light onto the ground. It is reported that they gave chase to one of the creatures and watched as it was lifted upwards into the object by another blue beam of light. Later that night, they are instructed by F.A.A. officials to keep silent about the incident. Several weeks later, a confidential source gave the information to Phil Imbrogno on the provision that his identity was never to be revealed. The object was described as a large boomerang greater in size than a football field. It also had six large amber lights.

At 8:05 it was reported at Merrington. At 8:15 p.m. in Trumbul, Milford and Easton it was reported to have visited while on its path.

At 8:25 in Bridgeport it was reportedly seen by motorists heading on a North East course heading in the direction of Long Island. Heading on a South Easterly course it would be in the area of Eastern Long Island in a matter of minutes.

With all these sightings in Connecticut, the news media paid scant notice to the many incidents. In all, Philip Imbrogno stated that he talked to some thirty three witnesses. The description was the same in all cases. A very large object composed of six to eight large amber lights of tremendous magnitude was the common description.

In October of 1989, L.I.U.F.O.N. Chairman John Ford told Phil Imbrogno of the incident down here on Long Island. In the course of conversation, it was agreed by Mr. Imbrogno and Mr. Ford not to publicly mention the Airport incident or the type of object involved. This was to be kept a secret to serve as a litmus test in order to use its exact description as a yardstick to judge any witness or government statement concerning the sightings on Long Island as valid. Only a handful in L.I.U.F.O.N. knew that the shape of the object was a triangular or boomerang type of object. It served its purpose well.



IN THE BEGINNING:

The date was September 4th, 1989. It was twenty four days before the Moriches Bay Incident occurred.

John Fitzgerald and his son Patrick live in Bayshore. This was Labor Day, the last day of summer vacation before school began for 15 year old Patrick. His father, John, decided that he and Patrick along with his two younger brothers ages 9 and 11 should go jogging this day. They decided that Gardner's State Park would be the ideal place for an afternoon run. Piling the boys into the family station wagon, John drove the kids over to the nature trail in the park.

It was about 12:04 P.M. when John and Patrick were on the trail. John stated that he has no reason as to why he should have looked behind him when he observed the object. Patrick states that he turned to look as to where his two younger brothers were on the trail.

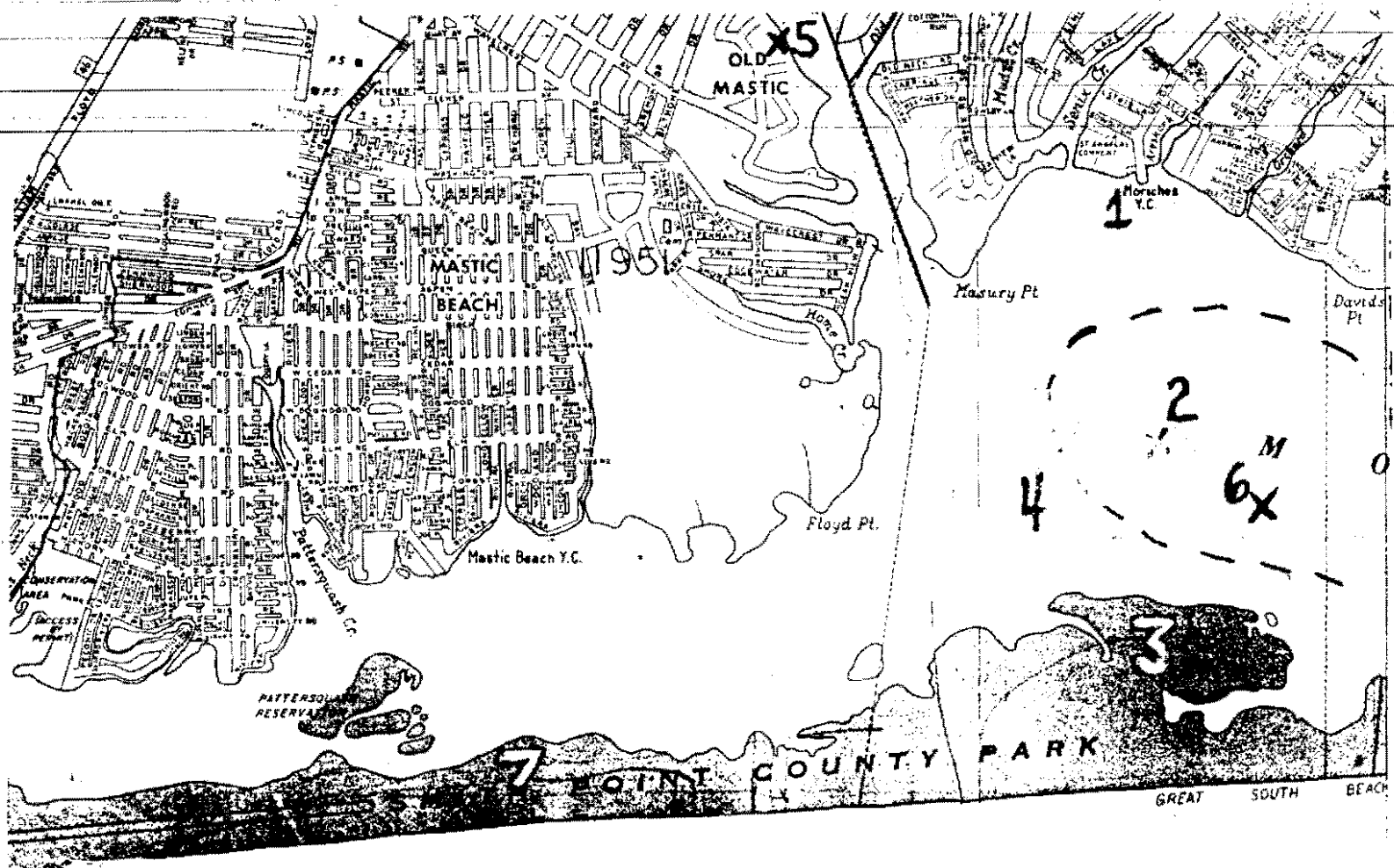
John related to L.I.U.F.O.N. investigators that he believes what he saw came in from the North West heading South East. He saw a giant, dark colored boomerang object of immense size hovering briefly over a Overpass of nearby Sunrise Highway. It was slowly moving towards them, gliding as he would say not actually flying like a plane. He also had the impression that the object was floating since it bobbed up and down slightly. It was dark colored either black or dark grey. It had no markings and was perfectly silent. As the craft passed over head he saw neither windows or engine nacelles on the craft. Its surface was perfectly smooth. He also noticed that it was unusually quiet when the object drew near. There were no bird or insect noises. He estimated that the sighting lasted about one minute.

Patrick when interviewed by L.I.U.F.O.N. investigators related that he looked up to look for his brothers who were some distance behind them. As he looked he saw what appeared to be a large boomerang object directly above them. It was dark colored, maybe black. It was smooth surfaced with no markings or windows. It was absolutely silent. He noticed that all the normal sounds of bird and insect activity had ceased which was exactly what his father had reported in his statement to L.I.U.F.O.N..

The object then passed over them and disappeared. The father later recounted that he though he saw a copy of the old YB-49 (Flying Wing) which was developed in the forties and fifties. This was an impossibility, since that aircraft was terminated in its development in the early fifties. It was, however, the best description he could give of what it reminded him of. His son Patrick, a military scale model enthusiast, described it as possibly being the B-1 (Stealth Bomber) aircraft. Both he and his father lacked any real in depth knowledge of the U.F.O. phenomenon and decided that what they saw was a test flight of the B-1 Bomber. It was not until the fall of 1990 that they decided to contact L.I.U.F.O.N. and make a report especially when they read about the Moriches Bay Case in local papers.

The significance of this case will be more apparent as you the reader of this special report continue to read on. The scientist from Brookhaven Laboratory in his two meetings with Chairman John Ford, reported that the government was tracking this object since it had been reported in various areas of the Metropolitan Area. The scientist met with Mr. Ford in April and July of 1990. This case was reported and investigated in November of 1990. There was no way he could have known of the existence of this case, since L.I.U.F.O.N. has not published this report until the November issue of the "Long Island U.F.O. Update". It was not public knowledge until now.

The added significance of this sighting only serves to establish the fact



REFERENCE MAP NUMBER ONE.

- 1) PAUL PETERSON AND HIS SON CHRIS PHOTOGRAPHED OBJECT FROM UNION AVENUE DOCK. THEY ESTIMATE THEY WERE THERE FOR TWO HOURS.
- 2) POSITION OF OBJECT OVER THE BAY AS IT SWITCHED ITS LIGHTS ON AND OFF IN SEQUENCE AS IT HOVERED OVER BAY. THE OBJECT MAY HAVE ALSO BEEN GRADUALLY RAISING AND LOWERING ITSELF AS IT DID SO.
- 3) LOCATION OF THE 75 FOOT IN DIAMETER AREA OF DEPRESSED VEGETATION IN THE DUNES. THIS WAS FIRST THOUGHT TO BE A LANDING SITE OF A SECOND OBJECT, BUT NOW DISMISSED AS SUCH SINCE THE SCIENTIST NOW HAS INFORMED L.I.U.F.O.N. THAT IT WAS THE LOCATION OF THE RADAR ANTENNA FOR THE "WEAPON" USED THAT NIGHT.
- 4) THE DOTTED LINE INDICATES THE COUNTER CLOCKWISE FLIGHT OF THE HELICOPTERS USED DURING THE OPERATION.
- 5) THE LOCATION OF THE OLIVIERI FAMILY WHO LIVE ON THE SENEX CANAL WHO ALSO OBSERVED THE EVENT FROM THEIR BACKYARD THAT NIGHT.
- 6) THE PROBABLE IMPACT POINT OF THE OBJECT WHERE IT CRASHED ON THE NIGHT OF THE OCCURRENCE. DEPTH OF THE WATER AT THAT POINT IS ABOUT SIX FEET.
- 7) GENERAL LOCATION OF THE SMITH'S POINT COUNTY PARK CAMPSITE WHICH WAS CLOSED FOR THE FIRST TIME IN EIGHTEEN YEARS DUE TO A CUT BACK IN FUNDING BY THE SUFFOLK COUNTY GOVERNMENT. NORMALLY IT IS OPEN PAST SEPTEMBER INTO MID OCTOBER. THIS YEAR (1990) IT WAS KEPT OPENED PAST LABOR DAY.



that the scientist was right. There were sightings of large boomerang objects weeks before the Moriches Bay incident. It only adds to the credibility of his story.

SUNDAY, SEPTEMBER 24th, 1989; MORICHES BAY, LONG ISLAND:

Martha and Bruce Richardson are L.I.U.F.O.N. investigators. As a husband and wife team they are perhaps the best set of investigators in L.I.U.F.O.N.. They are also avid boaters.

They own a small cabin cruiser which is moored in the Moriches Bay Yacht Club basin during boating season. On this particular day they decided to spend the warm September Sunday out on their boat.

About two in the afternoon, Bruce noticed a group of military helicopters in flight from the East. They were Army Huey Helicopters which were painted dark green.

As they roared in over the Bay, they formed a single line formation and began to fly a counter-clock wise flight rotation around the Bay and over the Dune area of Smith's Point Beach. This lasted for at least one hour before they left the area on a Westerly heading.

Both Martha and Bruce felt that this was some sort of training exercise, but for what purpose ?

There were at least five helicopters in the formation.

SMITH'S POINT BEACH, AUGUST 1989.

The Government of Suffolk County, New York, through the office of County Executive Halpern, announced in late August of that year the early closing of Smith's Point Beach County Camp Grounds immediately after Labor Day in 1989. The announced reason for the early closing, the first in over 18 years, was due to the continuing Budgetary Crisis in the County Government. There was not enough money to pay for keeping the Camp Grounds open past Labor Day. Usually, the practice has been to keep the Camp Grounds open until late October so that Campers and Surf Fishers can utilize it for their activities.

As a result, there was a hue and a cry from Suffolk Campers who were used to using the Camp Grounds until October. Newsday along with local papers ran articles about the crisis. Channels 12 and 55 gave top coverage to this unfortunate chain of events. To many in Suffolk County it represented dashed hopes of a cheap and inexpensive Autumn Vacation at the Beach.

On the night of September 28th, 1989, there would be no Campers in the Camp Grounds to observe the alleged U.F.O. event. There would, however, be isolated Surf Fishers who would see something and later talk to L.I.U.F.O.N.

During the fall of 1990, the Camp Grounds were kept open past Labor Day well into late October as was the usual practice.

THE WEST HAMPTON AIR NATIONAL GUARD FACILITY.

The news media in the Metropolitan Area ran major stories about the training program. The New York Daily News, The New York Post, The New York Times and Newsday ran major articles about the unique training that the New York State Air National Guard Air/Sea Rescue Unit at West Hampton was performing.

Channels 2, 4, 7, 9, 11, 12, and 55 gave coverage to this major honor on the eve of the resumption of the Nation's Space Shuttle Flights. It even showed the Air Guard training by jumping out of planes into the Ocean off the South Shore for the proposed event. It was major news for Long Island. It was part of the Nation's Space Program again.

It seems that Long Island's own was training to recover a Space Ship from outside the Earth's atmosphere in case it ditched off the East Coast upon takeoff or re-entry. A major contract was awarded by NASA to the Guard Unit to perform the function of rescuing the crew of the Space Shuttle in case it went down off the East Coast. They were training to rescue a Space Ship !

Question ! Was it one of ours or THEIRS ??

CENTER MORICHES, LONG ISLAND, NEW YORK.

Residents in Center Moriches who were questioned about the U.F.O. incident in a twelve block radius from the Shoreline of Moriches Bay, reported to L.I.U.F.O.N. tales of strange phenomenon and unusual military activity.

Many residents reported that summer periodic outages of their Cable T.V. System and electric power from the Long Island Power Company. No satisfactory explanation was given by either Company to subscribers for the periodic outages that summer.

Some residents reported that on the night of the incident that they saw strange lights over the Bay which they thought were parachute flares dropped by the Air Force.

It was not odd for the residents to say this since many of them were use to the constant Army and Air Force training drills that summer which had been conducted much to the annoyance of the residents over Moriches Bay. Many took it to be the Air Guard training for the Space Shuttle Missions which were to commence that fall. The Army was only conducting its usual Air Manuevers which were reported to the F.A.A. and every private plane pilot operating on the East End of Long Island that Summer.

Some residents reported that the so called parachute flares did not fall, but remained in the sky. Some thought that the incident was a Rescue Operation by the Coast Guard, but did not see any para-medics dropped. One gentleman informed us that he heard a load splash about 12:30 A.M. that night in the vicinity of Moriches Bay. He thought a plane had crashed in the Bay. The reason was that he walked to the end of his street about 12:45 A.M. to see helicopters hovering over the middle of the Bay. They were interested in something in the water. In all it was a very interesting chain of events people would tell us.

RICHARD STOUT

Richard Stout is the co-founder of the Long Island U.F.O. Network Inc. He lives in Center Moriches, some twelve blocks from the Bay. When he and John Ford established the organization in April 1988, they spent thousands of dollars purchasing photographic and video equipment for the purpose of photographing U.F.O.'s. Mr. Stout alone spent some \$5000 dollars on extreme low light sensitive photographic equipment along with professional quality 35mm cameras and telephoto lenses.

In early September of that year Mr. Stout's home was burglarized and all his photographic and video equipment was taken. A considerable amount of jewelry

was also taken from the home. Two other homes were also hit in the neighborhood that day by a young man driving a old Pontiac sedan. The police have never caught him.

It has been standard practice in L.I.U.F.O.N. to conduct weekly Skywatch Operations around Moriches Bay in an effort to photograph U.F.O. activity. It is one of the major areas of activity on the East End. Mr. Stout, because of his proximity, has been told on occasions of U.F.O. activity reports to rush to the Bay in an effort to photograph U.F.O. sightings. Standing orders were adopted in case of U.F.O. sightings in the area; Mr Stout would rush to the Bay while sounding an alert for L.I.U.F.O.N. teams to rush to assist. Practice alerts were conducted on occasions for this purpose. It was assumed Mr. Stout would have equipment on the scene since he owned a large selection of professional camera and video equipment.

On the night of the incident, both Mr, Ford and Mr. Stout were some twelve blocks away at the Stout residence near the Bay. The two did not proceed to the Bay Area to investigate since the cameras belonging to Mr. Stout had been stolen. There was absolutely no equipment available. It was indeed a strange set of circumstances.

KINGS PARK, LONG ISLAND, 5:30 P.M., Sept. 28th, 1989

Mrs. Mary McLaughlin is a young housewife with two young boys. She and her husband live in the Kings Park section of Suffolk County, Long Island. Located on the North Shore of Long Island, Kings Park is a quiet Middle Class residential section of Suffolk County.

That afternoon Mary had the two boys home from school. They were in the back of the house watching T.V. in the den. Mary was cleaning the house while dinner was cooking on the kitchen stove. Mary's routine was broken when she responded to the boys' calls to hurry to the den's rear window.

It seems one of the boys had observed during the afternoon television session two large objects to the North from their house. He brought it to the attention of his younger brother who in turn watched them with his older brother. In bewilderment, they called for their mother to join them. The two object did not appear to be airplanes and they just hung there in the sky.

Upon entering the room, Mary observed the two objects from the rear window. What they were baffled her. There at a distance of perhaps a mile and a half were two large triangular objects hovering in the sky. They were motionless, made no sound and lacked any superstructure. She saw no windows, engines, wings or lights on the objects. Their surfaces were smooth and jet black. One of the objects was to the West while the other was in the East. The distance between the two was about a mile. In an instant one object in the East moved and joined the Westerly object. It had moved up at an angle of 45 degrees and covered the distance in a second.

In October 1990, her husband contacted us, Mary was afraid to



talk to L.I.U.F.O.N. for fear of ridicule. Instead, her husband John called in the report and spoke with our investigators.

The estimated size of the objects as seen from their house on Patiky Street in Kings Park was equal to that of a airliner seen at that distance. The objects were of equal dimensions.

Both John and Mary are certain it was Sept. 28th, 1989 as the date of the occurrence. The time is approximate.

If correct, this sighting has changed the scope of the entire Moriches Bay Incident's investigation. It places two large triangular objects along the North Shore of Long Island some two hours before being seen throughout Connecticut. The aerial performance was beyond the capabilities of known aircraft.

Based on this observation, it is reasonable to assume the position that both objects were alien and that the second object involved in the Moriches Bay Incident was not a secret version of the Stealth Bomber as was suspected.

EAST MORICHES COAST GUARD STATION.

Beginning about six o'clock on the evening of September 28th, 1989, witnesses who live near the East Moriches Coast Station in East Moriches, Long Island reported unusual activity at the Coast Guard Base. Information supplied to L.I.U.F.O.N. investigators indicate that a heavy influx of both military vehicles and civilian cars were seen along the entrance road to the Base compound.

Many of the vehicles were left parked along the shoulder of the road when the Base Parking Lot became filled. The vehicles remained there until late in the night.

Some of the information indicates that a military road block was imposed on the entrance road to the base to keep all civilian traffic from entering the area. If this information is true, a major military activity was underway that night. One in which it required civilian access to the Coast Guard Station to be restricted.

SHOREHAM, LONG ISLAND'S NORTH SHORE, 8:00 P.M., 9/28/89

Mona Rowe was driving home from a amateur orchestra rehearsal in Shoreham. She was on Route 25 heading West bound to her home in Setauket. She observed to the North a formation of large amber lights in the sky. She paid no particular attention to them, since she thought that they were either aircraft lights or flares. The lights just remained motionless in the sky.

It was not until the month of April 1990 that she was contacted by Cheryl Clark of The News Review which is published in Riverhead Long Island. The purpose was to confirm the involvement of Brookhaven Laboratories in the Moriches Bay incident. This was due to the story reportedly told by L.I.U.F.O.N. Chairman John Ford to a packed audience at Riverhead Library about the incident at a lecture on April 24th, 1990.

It was not until that time when she spoke to Miss Clark did Mrs. Rowe make the connection of the lights to the Moriches

Bay Incident. In her official capacity as a Public Relations Official for Brookhaven Laboratories, she answered questions about the allegations made by Mr. Ford.

Mrs. Rowe also witnessed the Moriches Bay object in its flight over Long Island's night time sky. Mrs. Rowe was quoted in the April 26th, 1990 edition of The News Review's story about the Moriches Bay Incident.

CALVERTON, LONG ISLAND, 8:00 P.M., 9/28/89

Mrs. P.G. and her fifteen year old son were on their way home from Hicksville on the night of September 28th, 1989. P.G. had gone into Hicksville to pick up her teenage son who had spent the day with relatives in the area.

They were on the Long Island Expressway now, in the area of Calverton Long Island. This is still primarily a very rural area of the Island with some farm land and woods still amongst the ever growing urban sprawl.

They were East bound towards their home in Riverhead when Mrs. P.G. noticed six very large, bright amber lights over a field in the South East from the Expressway. The lights she first thought, were similar to headlights but were very large. She then thought they must belong to a plane since they were suspended in the sky.

It wasn't until she and her son got closer did she notice that the lights belonged to a very large triangular object. It was silhouetted against the night sky and appeared to be at least twice the size of a football field. The surface of the object appeared to be of a very dark texture, but the surrounding light from the area illuminated it sufficiently to give a outline of the object. She and her son were under the impression that it was something flown out of the Grumman Test Facility in Calverton a few mile away.

P.G. and her son continued on their way to Riverhead. It wasn't until after the April 1989 Riverhead Library talk given by L.I.U.F.O.N. that she gave a brief report to Chairman John Ford. She refused to submit a sighting report but gave a drawing of the object to Mr. Ford along with a brief summary of the sighting. She also positively identified the photographs of the Moriches Bay Object as being the same thing she saw over Calverton that night.

P.G.'s identity is known to the Board of Directors of the Long Island U.F.O. Network Inc.. She lives in the Riverhead area of Long Island and is a New York State Civil Service Employee. She is a reluctant witness who has only mildly co-operated with our investigation. However, her sighting is taken seriously and places at least one of the Objects in the Calverton area at least one hour before the incident over Moriches Bay. It also provided L.I.U.F.O.N. with eyewitness verification of the shape of the object.

SOUTHAMPTON COLLEGE, 8:00-8:30 P.M., 9/28/89

Susan G. is a reluctant witness. Her co-operation has been very limited in this investigation. She did talk to L.I.U.F.O.N. twice this year over the phone concerning her involvement in this incident. She has declined to be interviewed, but was kind enough to relate by phone what she saw that night.

Susan states that she driving home with her young daughter from Water Mill where she had been performing in a children's dance recital that evening. She was driving home a little after 8:00 P.M. on North Highway in Southampton. She was heading West when she saw about a mile before Southampton College a half circle of six to eight very large amber lights hovering over the Highway. The lights were as intense as stadium lights. She could not see a structure behind the lights, but saw a dark mass and assumed that the lights were attached to it since they moved together.

She stopped the car and swung it around and headed East on the Highway. She was determined to follow the object and learn what it was. It was South of her position and was very high in the sky. She estimated at least 500 feet minimum altitude. The size of the thing she estimated to be at least 500 to a 1000 feet across. She, her husband and children live on a one acre lot in Southampton and the object's size was greater than the width of her home plot.

Pursuing the Eastbound object, she reached the intersection of Tucchohoe Lane where she turned South and followed it to the shoreline. As she neared the end of Tucchohoe Lane near the water, the lights of the object turned off and whatever it was blended away into the night sky. It was gone.

Susan related that the object blended in with the night sky and was totally silent with no engine sounds discernible. Susan reported the lights were unnaturally bright and lit up the night sky.

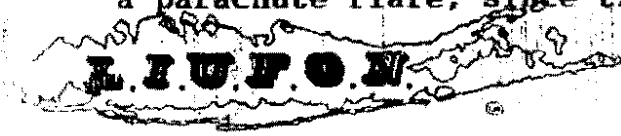
The exact location of her sighting was near the intersection of North Highway and Tucchohoe Lane near Southampton College Campus and the Shinnecock Reservation. The weather conditions were described by her as clear, warm with a breeze. She is positive of the date and is convinced she saw the Moriches Bay object. The time element is placed some time after eight that evening.

Her sighting is very important since what she saw was one of the two objects involved in the incident. It also places one of the objects off the Coastline of the Southampton and West Hampton area where later an intense military air-sea rescue operation would be undertaken which was confirmed by Government Documents and eyewitnesses.

EXIT 61, SUNRISE HIGHWAY, 8:15 P.M., 9/28/89

Dr. John Sykes is a dentist who lives in Quogue and practices in Babylon, Long Island. He reported this incident to L.I.U.F.O.N. in April of 1991. He states that at 8:15 that night he was traveling home on Sunrise near Exit 61 to egress for the Eastport Road.

He noticed to the South some three miles away a very bright amber light hovering in the sky. He first thought that it was a parachute flare, since the Air Guard was practicing for the



Shuttle Landings.

John continued his drive, now leaving Sunrise Highway, heading for the cut off for the Eastport Road. He could still see the light in his rearview mirror. It was at least two minutes since he first saw the light and if it was a parachute flare it was not dropping down from its high position in the sky. He began to wonder what it was, since there had been strong winds on his ride home from work. If it was a flare it would have been blown all over the place. It was also unusually bright for a flare and it was the wrong color for a phosphorous flare. They are usually white for any type of air-sea rescue operation.

John had experience in these things, since his Korean and Viet Nam War service in the Marines taught him what flares looked like. This was strange and in his opinion it was not a flare.

It was not until March of 1990, when he caught one of L.I.U.F.O.N.'s Library talks that he associated the light with the Moriches Bay Incident. He is convinced that he saw the Moriches Bay Object or at least one of its lights.

If John is correct, then this places one of the objects near Moriches Bay at 8:15 P.M., near the time frame when the Petersons reported the incident over Moriches Bay. It could have been the first object heading on its course for its ultimate destiny.

THE INCIDENT.

Paul Peterson was watching television in his living room. The time was around 8:45 P.M. on the night of September 28th, 1989. It would be a date Paul and his entire family would never forget, one that would alter his destiny and mark a turning point in his belief of U.F.O.'s.

At that time, Paul reported that he observed through the glass panes of his Florida doors strange amber lights over Moriches Bay. First one, then two, then three, then four, five and six amber lights appeared to the South of his home on Union Ave. in Center Moriches, L.I. They were appearing in sequence. The lights were unusually, unnaturally brilliant illuminating the night sky. In addition, he heard what sounded like very large military helicopters passing over his home and the surrounding neighborhood. As they neared, he saw them to be large dark green Sikorsky helicopters of definite military configuration. They were low over the trees turning to circle out over the Bay in the direction of the lights.

Getting up from his chair in a quick stride, he opened the doors and went to stand on his deck to get a better view. He saw the lights over the Bay and heard the continued helicopter activity. The lights were in his opinion about the size of a average ranch home, maybe 60 to 80 feet in diameter.

Intrigued by what he saw, he went inside and called for his wife Christine to come to the back. As she approached from her kitchen, Christine saw both the lights and the helicopters. Standing upon the deck, she became transfixed with the activity just as her husband had.

Determined to record the transpiring events, Paul went inside and obtained the family's Panasonic three lux video camera. Taking

camera in hand, he turned it on and observed that there was no image of the lights in his view finder. He checked the camera again and observed that the power was on. He quickly went inside the house and checked the camera against the illuminated interior of the living room and observed a image of his living room lamp. The camera was indeed working.

Taking the video cassette out, it was quickly put into the home VCR. A rather quick review of the recording indicated that the lights had not been picked up by the camera even though the audio had recorded the helicopters' engine noise.

He called for his son Robert who was up stairs to come down and see what was happening. As Robert came down and joined the family on the deck, his father was busy in the kitchen looking for his wife's instamatic camera. He discovered the Kodak disc camera and a spare roll of film. He then returned to the deck and asked his son to go with him down the street to the Union Ave. Town Dock. Taking the boy with him, the family's pickup truck would have them there in minutes. Paul Peterson was determined to find out what was going on and to photograph it.

His wife Christine was left behind. She was simply too frightened to investigate the events unfolding over the Bay. She did remain on the deck and observed the entire operation from her backyard. Her observations coincided with both her husband's and son's when later interviewed by L.I.U.F.O.N.

Parking his truck at Union Avenue Dock, Paul and Robert Peterson arrived at the scene to observe some three hundred yards off the shore a pair of very bright amber lights about fifty to a hundred feet above the water. The lights were going on in sequence. First one light, then two, three and so on until there were six amber lights. The lights were unnaturally bright and lit up the entire Bay.

From an extensive interview done on October 7th, 1989, both Paul and his son related to L.I.U.F.O.N. investigators the entire episodes of what occurred there over the Bay.

From this interview and subsequent interviews these are the highlights of what they saw:

- 1) They arrived at the dock between 9:00 and 9:15 P.M.
- 2) The film in the Kodak Disc Instamatic they had was non-low light sensitive. The only major sources of light the pictures they took were the amber lights of the craft and the searchlight of a helicopter. The street and house lights of the adjoining communities around the Bay did not register on the film even though from various angles the camera should have at least registered some house lights on the film. The film was 200 ASA Kodak Disc, which is useless under such conditions even with the aid of the flash attachment which Paul Peterson used.
- 3) The lights would appear high in the sky, then remain on and then shut off. Then they would reappear close to the surface and reappear in sequence. The photographs attest to this fact.
- 4) Paul and Robert Peterson both stated that when they arrived at the scene and until the time they left, the object was continually surrounded by four to possibly six Air Force and Police helicopters. This lasted the entire time that they were down there on the dock.



- 5) Both Paul and Robert described the helicopter operation as a counter-clockwise flight rotation around the area of Moriches Bay. The helicopters would fly over Smith's Point Beach and the Dune Preserve taking them right over the Smith's Point Beach Camp Grounds. They would then swing East above the Dunes towards the mouth of Moriches Inlet where they would swoop low over by the West Hampton side turning on their searchlights to illuminate a very bright, blue-white pulsating light that illuminated the dunes and lit up the sky. The aircraft would then come around giving a wide sweep to the object and begin their rotation again around the Bay. This lasted the entire time that the object was in the Peterson's view over the Bay.
- 6) One of the helicopters was definitely identified by Paul Peterson as a Suffolk County Police Helicopter. The others were large Sikorsky SH-55's used by the Air Force.
- 7) Paul and Robert related to L.I.U.F.O.N. investigators that they saw from the moment they arrived at the scene there was a very intense blue-white light at the mouth of Moriches Inlet on the West Hampton Beachside that lit up the night sky and the Dune Preserve. This is the light that the helicopters paid special interest to.
- 8) At one point the lights of the object became so intense, both Paul and his son were blinded by the light. They had to squint in order to look at the object.
- 9) Both stated that they could not discern a shape or structure behind the lights. They at first thought from the beginning that they might be looking at a series of independent objects because of the lack of a definitive structure.
- 10) During the course of their stay which lasted somewhere from an hour and a half to possibly two hours, both father and son took some thirty pictures of the object. They used up two full Kodak Discs.
- 11) Both stated in their interviews that the Bay was rocked by intense wind gusts that night of between 25 and 30 mph.
- 12) Paul Peterson who is a former Viet Nam era Airborne Ranger and has seen combat stated the lights were not parachutes flares. He is convinced from that night that what he observed was a U.F.O. incident. He is able to state this since he had extensive experience in Viet Nam in the use of phosphorous flares during combat.
- 13) During the entire incident, both father and son stated that they were terrified at the spectacle they observed.
- 14) The Petersons stated that they saw no fixed wing air craft operating over the North West section of the Bay the entire night. They observed only helicopters.

The Petersons stayed at the dock until roughly a little before 11:00 P.M. when they observed the object head out towards the East in the company of its helicopter escort. As the object and helicopters left the Petersons left the area. Getting into the truck, they headed back up Union Ave to their home.

Entering the house, Christine Peterson was relieved to see that her husband and son were back safe. The family was reunited and the tale was retold by husband and son to wife and mother.

Paul Peterson stated that from about 11:15 P.M. on it was all quiet. The lights were gone and so were the helicopters. Then about 11:25 P.M. he saw the lights again over the Bay and heard the helicopters again. He stood out on his deck and saw the activity had resumed over the Bay. He did not want to return to Union Ave. Dock again. He admitted to LIUFON Investigators that from that moment he was scared. He was afraid now of what his government might do to him for what he had seen and photographed. He decided to stay home and watch.

This new activity lasted from about 11:15 P.M. for some twenty to twenty five minutes up until 11:45 P.M. or 12:00 A.M. when suddenly everything stopped and it was all quiet.

On October 4th, 1989, Christine Peterson contacted the LIUFON Hotline number to report the incident. The family was, as stated, interviewed on October 7th, 1989 by LIUFON investigators. The photographs were impounded with Peterson's approval for scientific investigation by LIUFON.

There were several additional points that surfaced during LIUFON's investigation with the Petersons over the last two years.

- 1) The Petersons did not see the object go down or the recovery of it.
- 2) They did not see any brush fires in the Dunes (later this became very significant).
- 3) They did not see any boats or ships in the Bay that night during the incident.
- 4) During the sighting, neither father or son heard any insect or animal sounds by the shore. It was unusually quiet and devoid of such sounds.
- 5) The Petersons stated that there were some fishermen at the Dock who were leaving when they arrived and a young boy and his date were parked necking and left when the girl became terrified of what they saw.

If it were not for the unselfish co-operation by the Petersons this case may not have been brought to the attention of LIUFON. At this junction, a tremendous debt of gratitude is owed to this family for their devotion to the cause of U.F.O. Research and for their unselfish permission to use the photographs for public edification on this incident.

SPECIAL CONSIDERATION:

Many thanks to Mark Landers for his invaluable assistance and time for assisting in this investigation. His help in the early days of the investigation was invaluable to our effort.

PART TWO:
DECEMBER: 1991.





THE OBJECT AND ITS AMBER LIGHTS IN THE CENTER OF THE WHITE CIRCLE

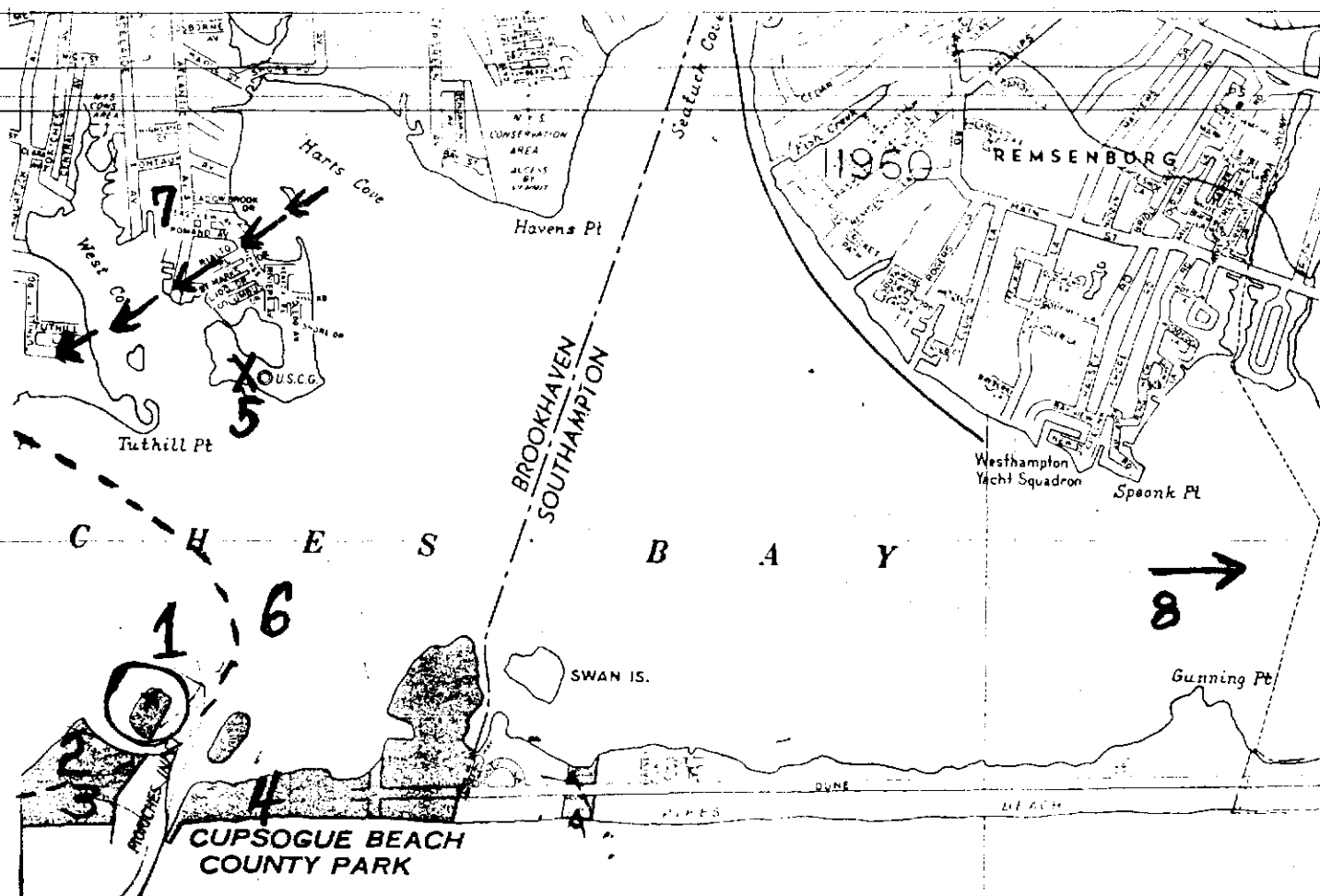
This picture shows the object over the area of Moriches Bay. Notice the five amber lights in a "V" formation above the Bay. There is no apparent structure behind the lights. This confirms witnesses statements that they could see no structure. The negative to this picture was examined under a microscope and there was no evidence of either smoke trails or parachutes over the lights. Notice that there is no illumination of the water's surface by the object's lights, an effect that would have been produced by either flares or halogen lights.

The white light in the picture was identified by Paul Peterson as a searchlight of one of the escorting helicopters.

Photograph courtesy of the Peterson family of Center Moriches,
Long Island, New York.

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L.I.U.F.O.N.



REFERENCE MAP TWO.

- 1) THE ISLAND IN THE MOUTH OF MORICHES INLET WHERE ON OCTOBER 22, 1989 AERIAL RECONNAISSANCE BY L.I.U.F.O.N. INDICATED A 100 FOOT SWIRL OF DEPRESSED GRASS ON ISLAND FIRST THOUGHT TO BE A LANDING SITE OF A POSSIBLE SECOND OBJECT, BUT NOW DISMISSED AS SUCH. THE SWIRL IS THOUGHT TO HAVE BEEN CAUSED BY THE HEAVY TIDAL AND CURRENT ACTION NEAR THE INLET.
- 2) THE LOCATION OF THE NIGHT OF SEPTEMBER 28, 1989 OF LARRY S. WHO OBSERVED THE HELICOPTERS TO THE EAST NEAR WEST HAMPTON DROPPING FLARES OUT OVER THE OCEAN FROM 6:00 P.M. UNTIL 11:00 P.M. WHEN HE LEFT FOR HOME.
- 3) POSSIBLE LOCATION OF THE BLUE WHITE LIGHT THE PETERSONS SAW ON THE NIGHT OF SEPTEMBER 28, 1989. AS OF THE PUBLICATION OF THIS JOURNAL, NO EXPLANATION HAS BEEN FOUND FOR THE CAUSE OF THIS LIGHT SOURCE.
- 4) ANOTHER POSSIBLE LOCATION OF THE BLUE WHITE LIGHT.
- 5) THE COAST GUARD STATION WHERE MILITARY ROAD BLOCKS WERE SET UP TO PREVENT CIVILIAN USE OF THE ROADS LEADING INTO THE COAST GUARD STATION THAT NIGHT. INFORMATION SUPPLIED TO L.I.U.F.O.N. INDICATES THAT THERE WERE MANY CIVILIAN CARS AND MILITARY VEHICLES PARKED ON THE SIDE OF THE ROAD LEADING INTO THE BASE THAT NIGHT.
- 6) THE FLIGHT OF THE HELICOPTERS AROUND THE DUNE AREA THAT NIGHT.
- 7) THE RETURN FLIGHT OF THE OBJECT WITH ITS HELICOPTER ESCORT THAT NIGHT, SHORTLY BEFORE IT WAS BROUGHT DOWN BY THE GOVERNMENT OVER MORICHES BAY. THE SCIENTIST SAID THAT THERE WERE SEARCHLIGHTS IN THE AREA THAT WERE USED TO ILLUMINATE THE OBJECT AS IT PASSED OVER THE PENINSULA. THE OBJECT SUPPOSEDLY TURNED ON A SERIES OF SMALL WHITE LIGHTS ON ITS EDGE EXPOSING ITS SILHOUETTE.
- 8) THE DIRECTION OF THE HELICOPTER, C-130 AND FLARE ACTIVITY.

L.I.U.F.O.N.